AGENDA
REGULAR MEETING
COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

DATE: Thursday, August 18, 2016
3:00 p.m.

LOCATION: Board of Supervisors Chambers
481 Fourth St., Hollister, CA 95023

DIRECTORS: Chair Tony Boch, Vice Chair Ignacio Velazquez
Anthony Botelho, Victor Gomez, and Jerry Muenzer
Alternates: San Benito County: Jaime De La Cruz;
City of Hollister: Mickie Luna; City of San Juan Bautista: Jim West
Ex Officio: Caltrans District 5

Persons who wish to address the Board of Directors must complete a Speaker Card and give it to the Clerk prior to addressing the Board. Those who wish to address the Board on an agenda item will be heard when the Chairperson calls for comments from the audience. Following recognition, persons desiring to speak are requested to advance to the podium and state their name and address. After hearing audience comments, the Public Comment portion of the agenda item will be closed. The Opportunity to address the Board of Directors on items of interest not appearing on the agenda will be provided during Section C. Public Comment.

3:00 P.M. CALL TO ORDER

A. Pledge of Allegiance
B. Verification of Certificate of Posting
C. Public Comment (Opportunity to address the Board on items of interest on a subject matter within the jurisdiction of the Council of Governments and not appearing on the agendas. No action may be taken unless provided by Govt. Code Sec. 54954.2 Speakers are limited to 3 minutes.)
D. Executive Director's Report
E. Caltrans Report – Gubbins/Loe
F. Board of Directors’ Reports

CONSENT AGENDA:
(These matters shall be considered as a whole and without discussion unless a particular item is removed from the Consent Agenda. Members of the public who wish to speak on a Consent Agenda item must submit a Speaker Card to the Clerk and wait for recognition from the Chairperson. Approval of a consent item means approval as recommended on the Staff Report.)

1. APPROVE Council of Governments Draft Meeting Minutes Dated July 21, 2016 – Gomez
2. RECEIVE Construction Projects Report – Caltrans District 5
3. **RECEIVE** List of Caltrans Projects in San Benito County Funded by the State Highway Operation and Protection Program - Gilbert

4. **APPROVE** Amendment No. 1 to Cooperative Agreement with Caltrans for Local Contribution of Funds to the Highway 25 Widening Project Environmental Document - Gilbert

**REGULAR AGENDA:**

5. **RECEIVE** Update on Santa Clara/San Benito Mobility Partnership Meeting Activities– Gilbert

6. **RECEIVE** Presentation on Transportation Funding in California – Gilbert

7. **DISCUSS** Planning for a Transportation Sales and Use Tax to be Considered in an Election in 2018 - Gilbert

Adjourn to COG Meeting on September 15, 2016 Agenda Deadline is Tuesday, September 6, 2016 at 12:00 p.m.

In compliance with the Americans with Disabilities Act (ADA), if requested, the Agenda can be made available in appropriate alternative formats to persons with a disability. If an individual wishes to request an alternative agenda format, please contact the Clerk of the Council four (4) days prior to the meeting at (831) 637-7665. The Council of Governments Board of Directors meeting facility is accessible to persons with disabilities. If you need special assistance to participate in this meeting, please contact the Clerk of the Council’s office at (831) 637-7665 at least 48 hours before the meeting to enable the Council of Governments to make reasonable arrangements to ensure accessibility.
District Director’s Report
A quarterly publication for our transportation partners

Vista Points Project
Enhances Livability

Four granite mosaics and an inlaid picnic table—all designed by Caltrans Landscape Architecture—were recently installed at the following District 5 vista points:
- (SB) SR154, Rancho Cielo
- (SB) US 101, Arroyo Hondo
- (MON) SR 1, Julia Pfeiffer Burns

Caltrans produced the initial artwork for the life-sized animal mosaics. The fabricator’s artist then transformed the concepts into computerized drawings used to water-jet cut the multi-colored stone pieces. The $700,000 project installed interpretive elements at seven vista points in four counties. It also featured 40 porcelain enamel displays on natural stone boulders and free standing stone-veneer walls. The exhibits inform the public on local history, cultural importance and unique area natural resources.

Continued on back

Latest Mile Marker Released

The 2016 second quarter Mile Marker is now available online. This report provides a transparent, plain-language accounting of Caltrans’ performance. The latest edition features: how the new Asset Management has directed $250 million to key projects, new elements in two of the Department’s largest funding sources, and how value analysis has saved billions of dollars on hundreds of projects since 2000.

Other topics include an innovative design in an iconic San Francisco parkway protecting the environment, and how California motorists may soon benefit from wireless technology to estimate their travel times.

More information:

Input Sought on SR 68 Plan

The Transportation Agency for Monterey County’s SR 68 Scenic Highway Plan is under way and gathering input on proposed transportation improvements and wildlife connectivity along the highway between Salinas and the Monterey Peninsula.

The plan will analyze current and future travel patterns along the corridor, develop a preferred corridor concept and identify sustainable operational and capacity improvements for the next 20 years.

The proposed improvements include a roundabout; bypass; bicycle, pedestrian and transit facilities; advanced traffic management system; and systemic safety evaluation. The comprehensive study will also incorporate performance-based planning and programming, a benefit/cost analysis, and extensive public outreach. The second public workshop is planned for later this year.

The planning effort is funded by a Caltrans Sustainable Transportation Planning Grant and is scheduled for completion in 2017. More information:

Please Submit Maintenance Service Requests at the Following Link: http://www.dot.ca.gov/hq/maint/msrsubmit/
Sustainable Freight Plan

The California Sustainable Freight Action Plan features a long-term 2050 vision and guiding principles to improve the freight system’s efficiency while reducing pollution and enhancing the state’s competitiveness in goods movement. The plan’s key goals include the following:

- Improve freight system efficiency 25 percent by 2030
- Deploy 100,000 plus zero-emission vehicles/equipment and maximize near-zero-limits by 2020
- Foster future economic growth for freight and goods movement

The draft plan is available online. Public comments are due to Caltrans by July 6, 2016. More information:

Social Media Connections

District 5 posts daily to Facebook and has 1,500 plus likes, so far. We tweet real-time traffic/roadwork information daily with 1,000 followers. Check us out on Twitter, Facebook and YouTube.

Sustainable Cocoon Planter Saves Water

Innovative technology increases efficiency and minimizes impacts

Caltrans is experimenting with alternative planting methods in remote sites and difficult terrain to reduce water use and planting costs. So far, the District has installed 30 plants using a self-irrigating system called Cocoon trees along Highway 46 east of the Estrella River in San Luis Obispo County. An additional 30 will soon be placed along Highway 1 near Post Ranch in Monterey County.

The Cocoon produces independent, strong trees, which do not rely on external irrigation and can survive harsh conditions, according to the Land Life Company. Mycorrhizal fungi are added to the soil surrounding a plant’s roots, increasing the surface absorbing area from 100 to 1,000 times while improving access to soil moisture and nutrients. The Cocoon is 100 percent biodegradable and requires no follow-up irrigation or maintenance after planting.

The planters cost $9 each and annually save about 20 gallons of water per plant. They last underground up to three years depending upon soil type and area conditions—the timeframe it will take to determine how well the product performs in establishing plants.

Statewide, Landscape Architecture is committed to finding alternative ways to reduce water use while meeting permit requirements. Reducing labor costs and materials related to irrigation watering systems helps sustain our planting projects. Increasing efficiency and minimizing environmental impacts with innovative techniques also helps the Department meet its mission, vision and goals. More information on Caltrans’ water conservation efforts:
http://www.dot.ca.gov/hq/LandArch/16_la_design/water_conserv/
SAN BENITO COUNTY
COUNCIL OF GOVERNMENTS
REGULAR MEETING

July 21, 2016, 3:00 P.M.

DRAFT MINUTES

MEMBERS PRESENT:
Chair Boch, Director Botelho, Director Gomez, and Director Velazquez,
Ex Officio: Brandy Rider, Caltrans District 5

STAFF PRESENT:
Deputy County Counsel, Shirley Murphy; Executive Director, Mary Gilbert; Transportation Planner, Veronica Lezama; Administrative Services Specialist, Kathy Postigo; Secretary I, Monica Gomez

OTHERS PRESENT:
Jill Morales, Caltrans District 5; Heather Adamson, Association of Monterey Bay Area Governments

CALL TO ORDER:
Chair Boch called the meeting to order at 3:02 P.M.

A. PLEDGE OF ALLEGIANCE

B. CERTIFICATE OF POSTING
Upon a motion duly made by Director Velazquez, and seconded by Director Botelho, the Directors acknowledged the Certificate of Posting. Vote: 5/0 motion passes.

C. PUBLIC COMMENT:
Chair Boch stated for the record that the COG Board received Joe Thompson’s public comment correspondence dated June 19, 2016 through July 6, 2016. The correspondence was entered into the public record.

D. EXECUTIVE DIRECTOR’S REPORT: Gilbert

Ms. Gilbert reported that COG was invited and has been participating with the San Benito County Business Council’s Local Economic Advisory Program. She stated that staff is excited to be able to talk about how transportation can help enhance economic development in San Benito County.

Ms. Gilbert stated that she submitted a maintenance request to Caltrans to address concerns regarding signage on State Route 156 directing traffic to San Justo Reservoir. Caltrans followed up and is working with the County Resource Management Agency to confirm the closure and then submit a work order to remove the sign.

Ms. Gilbert reported that back in April, the COG Board approved changes to staffing positions at COG. COG staff continues to work with the County Administration Department to get those changes completed as soon as they can get through the County’s process.
Ms. Gilbert was pleased to introduce Regina Valentine who was hired to fill the Transportation Planner position that was recently left vacant. Ms. Gilbert mentioned that Regina is coming from the Stanislaus Council of Governments agency and she previously worked for San Benito COG as an intern.

The COG Board welcomed Ms. Valentine back to San Benito COG.

E. **CALTRANS DISTRICT 5 REPORT:** Gubbins/Loe

Brandy Rider announced that a press release was sent out regarding a maintenance project on Highway 25, the limits of the project are between 146/25 Intersection all the way to the San Benito River Bridge. There will be road work that will consist of some lane closures with traffic control flaggers between the hours of 8:30 a.m. – 2:00 p.m. from Monday, July 25th – Friday, July 29th.

Ms. Rider also announced that there is a call for projects for Caltrans Local HSIP Cycle 8. The deadline to submit an application is Friday, August 12, 2016.

Ms. Rider followed up on a request from Director Botelho from last month’s meeting regarding Highway 129. She stated that the report is complete, however, Caltrans is working on finalizing the final recommendation and will report back once it is complete.

Ms. Rider followed up on another request from Director Velazquez related to the Maintenance and Freeway Agreements for Highway 25. Caltrans maintenance staff met with City staff and reviewed the maintenance agreement. Caltrans maintenance staff took care of the areas that were their responsibility.

**BOARD OF DIRECTORS REPORTS:**

Director Botelho alerted Caltrans to graffiti that has popped up at the Red Barn San Juan Road Interchange along the west side of the retaining wall. He asked if Caltrans would be getting it cleaned up soon.

Ms. Rider stated that unfortunately, graffiti is an ongoing issue that Caltrans has to deal with. However, she stated that she would submit a service maintenance request to get it cleaned up as soon as possible.

There was brief discussion regarding Measure P. The Board directed staff to agendize the item for next month to review the pros and cons of Measure P and look at possibly moving forward with another measure in the future.

**CONSENT AGENDA:**

1. **APPROVE** Council of Governments Draft Special Joint Meeting Minutes Dated June 16, 2016 – Gomez
2. **RECEIVE** Construction Projects Report – Caltrans District 5
   a. **ACCEPT** 2016 Unmet Transit Needs Report
   b. **ADOPT** Resolution 2016-04 Making Findings and Recommendations Regarding Unmet Transit Needs that are Reasonable to Meet as Required by the Transportation Development Act (TDA) for Fiscal Year 2016/2017

There was no public comment on the Consent Agenda.

*Upon a motion duly made by Director Velazquez, and seconded by Director Botelho, the Directors unanimously approved Items 1-3 from the Consent Agenda. Vote: 5/0 motion passes.*
REGULAR AGENDA
TRANSPORTATION ITEMS:

4. RECEIVE Report on the Transportation Agency for Monterey County Regional Roundabout Study and PROVIDE Direction, as Appropriate – Lezama

Ms. Lezama provided a Power-point presentation to the Board.

There was general discussion from the Board and a request for more detailed discussion, however, there was consensus to wait until more funding is available.

There was no public comment on this item.

5. RECEIVE Report on State Transportation Improvement Program Funding in San Benito County – Gilbert

Mary Gilbert provided a Power-Point presentation to the Board. The Board had some questions regarding the breakdown of fuel tax and the breakdown of STIP. Staff will bring back some items for further discussion at the August meeting.

Director Botelho and Director De La Cruz thanked staff for the informative report.

PUBLIC COMMENT:

Ruth Erickson

Ms. Erickson wondered if companies like Tesla could charge a fee on electric cars. With an increase of electric cars not paying any gas tax she wondered how we will ever be able to afford any road maintenance in the future. She also mentioned that the Hollister Airport applies annually for grants with Caltrans aeronautics for runways etc. She asked if the City and County apply for the equivalent grants for road maintenance.

With regards to applying for grants, Ms. Gilbert stated that in essence that is what the STIP is and staff does apply for whatever funding is available through Caltrans.

6. RECEIVE and COMMENT on Draft Highway 25 Widening Design Alternatives Analysis – Gilbert

Ms. Gilbert reported on the Highway 25 Widening Design Alternatives Analysis report, which is available for comment.

Director Botelho inquired if the consultants had included toll roads in their analysis.

Ms. Gilbert stated that she would provide the comment about toll roads to the consultants to see if they could include it in their analysis.

There was no public comment on this item.

Upon a motion duly made by Director De La Cruz, and seconded by Director Botelho, the Directors Unanimously adjourned the COG meeting. The meeting was adjourned at 4:15 p.m. Vote: 5/0 motion passes.

ADJOURN TO COG MEETING AUGUST 18, 2016 at 3:00 P.M.
## CONSTRUCTION PROJECTS

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Construction Cost</th>
<th>Funding Source</th>
<th>Project Manager (Resident Engineer)</th>
<th>Contractor</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hwy. 25 Curve Realignment (0T6404)</td>
<td>On Route 25 Near Hollister, from 0.8 mile north of San Benito Lateral to 2 miles south of Rte 146 (PM 18.8/19.5)</td>
<td>Realign roadway and widen lanes and shoulders</td>
<td>June 8, 2015-December 9, 2015</td>
<td>$1.99 Million</td>
<td>SHOPP</td>
<td>David Silberberger (KB)</td>
<td>John Madonna Construction Co.</td>
<td>Project completed and accepted on Dec. 9, 2015. Note: Emergency roadwork completed to repave and reopen old roadway due to unstable cut slopes. Work has begun on investigating the final design strategy.</td>
</tr>
</tbody>
</table>

## PROJECTS IN DEVELOPMENT

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Construction Cost</th>
<th>Funding Source</th>
<th>Project Manager</th>
<th>Phase</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hwy. 25 Route Adoption Hollister to Gilroy (48540_)</td>
<td>Near Hollister and Gilroy on SR 25 in SBT &amp; SCL Counties (SBT-25-51.5/60.1) (SBT-156-R10.5/12.2) (SCL-25-0.0/2.6)</td>
<td>Route Adoption (SBT-25-51.5 to SCL-25-2.6)</td>
<td>N/A</td>
<td>N/A</td>
<td>Local</td>
<td>Richard Rosales</td>
<td>PA&amp;ED</td>
<td>Final Environmental Document and Project Report approved for Route Adoption. Route Adoption scheduled for October CTC agenda for approval.</td>
</tr>
<tr>
<td>Hwy. 156 Improvement Project (34490_)</td>
<td>On SR 156 in and near San Juan Bautista from The Alameda to 0.2 mi east of 4th St. near Hollister (PM 3.0/R8.2)</td>
<td>Construct 4-Lane Expressway</td>
<td>Summer 2019 to Summer 2021</td>
<td>$44.6 Million</td>
<td>STIP, IIP, RIP, Local</td>
<td>Richard Rosales</td>
<td>PS&amp;E</td>
<td>Project design on-going. Right of Way appraisals in progress. Controlled Access Highway Agreement approved. Utility relocation design coordination almost complete. 95% design complete, target January 2017. May CTC action to delay project for 2 years. Project unfortunately did not receive Tiger Grant award.</td>
</tr>
<tr>
<td>Project</td>
<td>Location</td>
<td>Description</td>
<td>Construction Timeline</td>
<td>Construction Cost</td>
<td>Funding Source</td>
<td>Project Manager</td>
<td>Phase</td>
<td>Comments</td>
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<td>---------------------------------------------------------------------------</td>
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<tr>
<td>4. Hwy. 25 Super Elevation Adjustment and Culvert Extension (1C260_)</td>
<td>In San Benito County, from La Gloria Road and to the North of La Gloria Road (PM R25.9/R26.2)</td>
<td>Curve Correction</td>
<td>Spring 2019</td>
<td>$2.1 Million</td>
<td>SHOPP</td>
<td>Doug Hessing</td>
<td>PA&amp;ED</td>
<td>In PA&amp;ED phase. Draft Environmental Document is circulating to the public.</td>
</tr>
<tr>
<td>5. Hwy 25 Roadway Safety Improvements (1F430_)</td>
<td>In San Benito County in Hollister from Sunnyslope/Tres Pinos Rd. to San Felipe Rd. (PM R49.9/R52.2)</td>
<td>Rte Deficiency Corrections</td>
<td>October 2018</td>
<td>$6.9 Million</td>
<td>SHOPP</td>
<td>Luis Duazo</td>
<td>PS&amp;E/RW</td>
<td>Project design on-going. Working toward 65% complete.</td>
</tr>
</tbody>
</table>
Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director
Date: August 18, 2016
Subject: State Highway Operations and Protection Program Projects

Recommendation:

RECEIVE List of Caltrans Projects in San Benito County Funded by the State Highway Operation and Protection Program.

Summary:

Caltrans has prepared a Semi-Annual list of transportation projects programmed to be constructed in San Benito County under the State Highway Operation and Protection Program.

Financial Considerations:

The total cost for projects listed in the State Highway Operation and Protection Program programmed through 2019/2020 is $40,265,000. These projects are funded entirely by Caltrans.

Staff Analysis:

The projects on the attached list are part of the 2016 SHOPP and include projects carried over from the 2014 SHOPP, Caltrans Minor A projects, and emergency projects in progress. Completed programmed projects are not included on the list. The 2016 SHOPP became effective March 16, 2016.

Executive Director Review: __________

Counsel Review: N/A

Attachment: Programmed/Funded SHOPP Projects/August 2016 Semi-Annual List
PROGRAMMED/FUNDED SHOPP PROJECTS
in San Benito County

July 2016 Semi-Annual List

<table>
<thead>
<tr>
<th>Route</th>
<th>Post Miles</th>
<th>EA Project Identifier</th>
<th>PPNO</th>
<th>Project Description</th>
<th>Project Name</th>
<th>Current Project Phase</th>
<th>Ready To List (Target)</th>
<th>Project Manager</th>
<th>Phone #</th>
<th>Email</th>
<th>Cost ($1,000)</th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VAR</td>
<td>VAR</td>
<td>1G190 0514000123</td>
<td>2589</td>
<td>In Santa Barbara, Monterey, San Benito, San Luis Obispo and Santa Cruz counties at various locations. Replace overhead signs with retro-reflective sheeting. (Project in SB; some work in SBr)</td>
<td>Replace Overhead Signs</td>
<td>CON 5/26/2015(A)</td>
<td>Aaron Henkel 805-549-3084</td>
<td><a href="mailto:aaron.henkel@dot.ca.gov">aaron.henkel@dot.ca.gov</a></td>
<td>$1,871 Award/$5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VAR</td>
<td>VAR</td>
<td>0J490 0514000120</td>
<td>4900</td>
<td>In Santa Barbara, Monterey, San Benito, Santa Cruz, and San Luis Obispo counties at various locations. Upgrade highway signs and lighting. (Project in SB; some work in SBr)</td>
<td>Exit Retrofit Signs</td>
<td>CON 5/12/2015(A)</td>
<td>Lisa Lowerison 805-542-4764</td>
<td><a href="mailto:lisa.lowerison@dot.ca.gov">lisa.lowerison@dot.ca.gov</a></td>
<td>$6,578 Award/$0</td>
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<tr>
<td>156</td>
<td>R10.0/R18.4</td>
<td>1C840 0512000239</td>
<td>2430</td>
<td>Near Hollister, from 0.5 mile west of Husker Overhead to the Santa Clara County line. Pavement preservation</td>
<td>Hollister Route 156 CAPM</td>
<td>PS&amp;E/RW 6/30/2016</td>
<td>Richard Rosales 805-549-3065</td>
<td><a href="mailto:richard.rosales@dot.ca.gov">richard.rosales@dot.ca.gov</a></td>
<td>$6,400/$26</td>
<td></td>
<td></td>
</tr>
<tr>
<td>156</td>
<td>0.0/3.0</td>
<td>1C870 0513000005</td>
<td>2434</td>
<td>In and near San Juan Bautista, from Route 101 to Alameda Street. Rehabilitate pavement.</td>
<td>San Juan Bautista Route 156 CAPM</td>
<td>PS&amp;E/RW 6/30/2016</td>
<td>Richard Rosales 805-549-3065</td>
<td><a href="mailto:richard.rosales@dot.ca.gov">richard.rosales@dot.ca.gov</a></td>
<td>$4,941/$9</td>
<td></td>
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<tr>
<td>25</td>
<td>18.8/19.5</td>
<td>1H170 0516000033</td>
<td>2642</td>
<td>Near Pinnacles, from 2.7 to 2.0 miles south of Route 146. Construct detour and remove slide.</td>
<td>Construct Detour</td>
<td>CON N/A</td>
<td>Lance Gorman 805-549-3315</td>
<td><a href="mailto:lance.gorman@dot.ca.gov">lance.gorman@dot.ca.gov</a></td>
<td>$1,500/$10</td>
<td></td>
<td></td>
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<tr>
<td>129</td>
<td>1.8/9.5</td>
<td>1F030 0513000037</td>
<td>2476</td>
<td>Near Watsonville, from east of Lakeview Road to west of Old Chittenden Road; also from the Santa Cruz/San Benito County line to School Road (PM 0.0/0.4). Place open graded friction pavement and upgrade guardrail. (Project in SCR; some work in SBr)</td>
<td>129 Open Grade Overlay and MBGR Upgrade</td>
<td>PS&amp;E/RW 12/15/2016</td>
<td>Doug Hessing 805-549-3386</td>
<td><a href="mailto:doug.hessing@dot.ca.gov">doug.hessing@dot.ca.gov</a></td>
<td>$5,508/$61</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mon, SCR, SBr - Var</td>
<td>Various</td>
<td>1G910 0515000136</td>
<td>N/A</td>
<td>In Monterey, Santa Cruz and San Benito Counties, on various routes at various locations. Signs. (Project in MON; some work in SCR &amp; SBr.)</td>
<td>North District One Way Signs</td>
<td>PS&amp;E/RW 12/20/2016</td>
<td>Aaron Henkel 805-549-3084</td>
<td><a href="mailto:aaron.henkel@dot.ca.gov">aaron.henkel@dot.ca.gov</a></td>
<td>$405/$0</td>
<td></td>
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</tr>
</tbody>
</table>

Programmed in 14/15 FY

Programmed in 15/16 FY

Programmed in 16/17

NOTE: For general information about the SHOPP program contact Cindy Smeroth at (805) 549-3788 or cindy.smeroth@dot.ca.gov

*List is provided in January and July of each year.
# PROGRAMMED/FUNDED SHOPP PROJECTS in San Benito County

## Programmed in 17/18 FY

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Description</th>
<th>Contract Date</th>
<th>Start Date</th>
<th>Priority Code</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 19.0</td>
<td>0T641</td>
<td>2259Y</td>
<td>Rte 25 Landscape Mitigation Planting</td>
<td>PS&amp;E/RW</td>
<td>9/30/2015(A)</td>
</tr>
<tr>
<td>25 R49.9/R52.2</td>
<td>1F430</td>
<td>2514</td>
<td>Deficiency Corrections</td>
<td>PS&amp;E/RW</td>
<td>4/9/2018</td>
</tr>
</tbody>
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## Programmed in 18/19 FY

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Description</th>
<th>Contract Date</th>
<th>Start Date</th>
<th>Priority Code</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>VAR VAR</td>
<td>1G310</td>
<td>2595</td>
<td>Warning Sign Upgrades</td>
<td>PA&amp;ED</td>
<td>5/1/2019</td>
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## Programmed in 19/20

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Description</th>
<th>Contract Date</th>
<th>Start Date</th>
<th>Priority Code</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>101 73.0/96.8</td>
<td>1F900</td>
<td>2571</td>
<td>Monterey-San Benito Co Roadside Safety Improvements</td>
<td>PA&amp;ED</td>
<td>6/15/2020</td>
</tr>
</tbody>
</table>

(A) = Actual date RTL was achieved.

Minor A Projects

Note: Construction Award or Vote costs are actuals; otherwise Construction costs are estimates.

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NOTE: For general information about the SHOPP program contact Cindy Simeroth at (805) 549-3788 or cindy.simeroth@dot.ca.gov

*List is provided in January and July of each year.*
Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director  Telephone: (831) 637-7665 x. 207
Date: August 18, 2016
Subject: Highway 25 Widening Environmental Impact Report

Recommendation:

APPROVE Amendment No. 1 to Cooperative Agreement with Caltrans for Local Contribution of Funds to the Highway 25 Widening Project Environmental Document.

Summary:

In July 2014, COG entered into a cooperative agreement with Caltrans to complete the Highway 25 Route Adoption environmental document. The cooperative agreement identified COG’s contribution of local funding to the project in the amount of $365,000.

Financial Impact:

As the route adoption process nears completion, Caltrans has indicated some cost savings in completion of the process. Any unused funds will be returned to COG pursuant to this amendment to the cooperative agreement.

Background:

Caltrans began work on completing the final Environmental Impact Report in July 2014. At this time, the Environmental Impact Report for the Route Adoption between San Felipe Road and the San Benito/Santa Clara County line has been signed and is scheduled for action by the California Transportation Commission in October.

Staff Analysis:

The original Cooperative Agreement identified COG’s contribution of local funds to the completion of the environmental document for the project in the amount of $365,000. To date, Caltrans has expended approximately $110,000 on the effort. There will likely be additional expenses prior to the final approval by the CTC; however, it is anticipated that there will be unused funds that will be returned to COG under the amendment to the cooperative agreement.

Executive Director Review:  Counsel Review: N/A

Supporting Attachment(s):
1. Amendment to Cooperative Agreement No. 05-0291
AMENDMENT NO.1 TO AGREEMENT 05-0291

THIS AMENDMENT No. 1 (AMENDMENT), entered into and effective on ___________, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and

Council of San Benito County Governments, a California Joint Powers Authority referred to as SBCOG

RECITALS

1. CALTRANS and SBCOG collectively referred to as PARTNERS, entered into Agreement No. 05-0291, (AGREEMENT) on 7/28/2014, defining the terms and conditions for working together regarding the construction of a four-lane facility in San Benito and Santa Clara Counties, on State Route 25 (SR25) from San Felipe Road in Hollister to the State Route 25/101 Separation near Gilroy, referred to as PROJECT.

2. AGREEMENT established that SBCOG will contribute a fixed amount of $365,000 to the PROJECT. Contributed funds will be used for the PROJECT.

3. PARTNERS now seek to return any unused contributed funds to SBCOG.

IT IS THEREFORE MUTUALLY AGREED:

1. Article 15 is added to the AGREEMENT to read as follows: Any unused contributed funds shall be documented and returned to SBCOG at the close of this PROJECT in a single payment.

2. All other terms and conditions of the AGREEMENT shall remain in full force and effect.

3. This AMENDMENT is deemed to be included and made part of the AGREEMENT.
SIGNATURES

PARTNERS declare that:
1. Each partner is an authorized legal entity under California state law.
2. Each partner has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
By: ____________________________
   TIMOTHY M. GUBBINS
   District Director

COUNCIL OF SAN BENITO COUNTY GOVERNMENTS
By: ____________________________
   'Tony Boch
   Chairperson

CERTIFIED AS TO FUNDS:
By: ____________________________
   Julia Bolger
   Resource Manager

Attest:
By: ____________________________
   Mary Gilbert
   Executive Director

CERTIFIED AS TO FINANCIAL TERMS AND POLICIES:
By: ____________________________
   HQ Accounting

APPROVED AS TO FORM AND PROCEDURE:
By: ____________________________
   Shirley L. Murphy
   Deputy County Counsel
COOPERATIVE AGREEMENT
Local Contribution Only

This Agreement, effective on \textit{7-28-14}, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Council of San Benito County Governments, a joint powers authority created under the joint exercise of powers provisions of California Government Code Sections 6500-6522, referred to hereinafter as SBCOG.

RECITALS

1. PARTNERS are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) per the California Streets and Highways Code sections 114 and 130.

2. PARTNERS have been working together regarding the construction of a four-lane facility in San Benito and Santa Clara Counties, on State Route 25 (SR25) from San Felipe Road in Hollister to the State Route 25/101 Separation near Gilroy, referred to herein as PROJECT.

3. SBCOG will contribute a fixed amount of $365,000 to the PROJECT. Contributed funds will be used for the PROJECT.

4. PARTNERS agree that funds will be contributed to the following PROJECT COMPONENTS:
   - PA&ED
   - Route Adoption

5. PARTNERS hereby set forth the terms, covenants, and conditions for SBCOG’s contribution toward the PROJECT.

ROLES AND RESPONSIBILITIES

6. SBCOG is the SPONSOR for the PROJECT COMPONENTS identified above and CALTRANS is the IMPLEMENTING AGENCY for the PROJECT.

7. SBCOG is a FUNDING PARTNER contributing a fixed amount toward the PROJECT as defined in the FUNDING SUMMARY.

8. CALTRANS is responsible for completing all work for the PROJECT.
GENERAL CONDITIONS

9. All obligations of CALTRANS under the terms of this agreement are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.

10. Neither SBCOG nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this Agreement. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless SBCOG and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under this Agreement.

INVOICE AND PAYMENT

11. SBCOG will contribute the funds listed below:

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>Fund Type</th>
<th>Project Component</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL</td>
<td>Local</td>
<td>PA4ED</td>
<td>$365,000</td>
</tr>
</tbody>
</table>

Total Funds $365,000

12. CALTRANS will invoice SBCOG for a lump sum (single payment) of $365,000 after execution of this Agreement and thirty (30) working days prior to the commencement of PROJECT expenditures.

13. If SBCOG has received Electronic Funds Transfer (EFT) certification from CALTRANS, then SBCOG will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.

14. This Agreement will terminate upon CALTRANS’ receipt of the PROJECT funds. However, all indemnification articles will remain in effect until terminated or modified in writing by mutual agreement.

DEFINITIONS

COOPERATIVE AGREEMENT CLOSURE STATEMENT – A document signed by PARTNERS that verifies the completion of all OBLIGATIONS included in this Agreement and in all amendments to this Agreement.
FUNDING PARTNER – A partner who commits a defined dollar amount to the PROJECT.

FUNDING SUMMARY – The tabular listing of a FUNDING PARTNER’S commitments including the dollar amount, fund source, fund type, and, if applicable, the PROJECT COMPONENT in which funds are to be spent. Funds listed in the FUNDING SUMMARY are “not-to-exceed” amounts.

IMPLEMENTING AGENCY – The partner responsible for managing the scope, cost, and schedule of a project component to ensure the completion of that component.

PARTNERS – The term that collectively references all of the signatory agencies to this agreement. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one partner’s individual actions legally bind the other partners.

SPONSOR – The PARTNER that accepts the obligation to secure financial resources to fully fund PROJECT. This includes any additional funds beyond those committed in this agreement necessary to complete the full scope of PROJECT.

PROJECT COMPONENT – A distinct portion of the planning and project development process of a capital project as outlined in California Government Code, section 14529(b).

- **PID (Project Initiation Document)** – The activities required to deliver the project initiation document for PROJECT.
- **PA&ED (Project Approval and Environmental Document)** – The activities required to deliver the project approval and environmental documentation for PROJECT.
- **PS&E (Plans, Specifications, and Estimate)** – The activities required to deliver the plans, specifications, and estimate for PROJECT.
- **R/W (Right of Way) SUPPORT** – The activities required to obtain all property interests for PROJECT.
- **R/W (Right of Way) CAPITAL** – The funds for acquisition of property rights for PROJECT.
- **CONSTRUCTION SUPPORT** – The activities required for the administration, acceptance, and final documentation of the construction contract for PROJECT.
- **CONSTRUCTION CAPITAL** – The funds for the construction contract.
CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTNER to this Agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this Agreement.

The primary Agreement contact person for CALTRANS is:
Richard Rossales, Project Manager
50 Higuera Street
San Luis Obispo, CA 93401
Office Phone: (805) 549-3792

The primary Agreement contact person for SBCOG is:
Mary Gilbert, Transportation Planning Manager
330 Tres Pinos Rd, Suite C7
Hollister, CA 95023
Office Phone: (831) 637-7665
SIGNATURES

PARTNERS declare that:
1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this Agreement.
3. The people signing this Agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
By:
TIMOTHY M. GUBBINS
District Director

COUNCIL OF SAN BENITO COUNTY GOVERNMENTS
By:
Victor Gomez
Chairperson

CERTIFIED AS TO FUNDS:
By:
Julia Bolger
Resource Manager

ATTEST:
By:
Lisa Rheinheimer
Executive Director

APPROVED AS TO FORM AND PROCEDURE:
SAN BENITO COUNTY COUNSEL'S OFFICE
By: Shirley L. Murphy 7/10/14
Shirley L. Murphy
Deputy County Counsel
Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director Telephone: (831) 637-7665 x. 207
Date: August 18, 2016
Subject: Santa Clara/San Benito Mobility Partnership

Recommendation:

RECEIVE Update on Santa Clara/San Benito Mobility Partnership Meeting Activities

Summary:

In October 2015, Council of Governments entered into a Memorandum of Understanding with the Santa Clara Valley Transportation Authority to form a Mobility Partnership. The partners will be working together to complete studies to identify transportation projects along the State Route 152 Corridor from US 101 to Interstate 5, and along 101 at State Route 25.

Background

COG and VTA previously worked in partnership on the same corridor. The previous MOU was dissolved in 2013.

Financial Impact:

There is no financial impact to COG at this time. The Memorandum of Understanding between the agencies outlines the funding obligation of the partners. San Benito County is under no obligation to provide funding for the corridor.

The Valley Transportation Authority previously committed $5 million in local funds and the State committed $5 million in Interregional Improvement Program funds for the project studies. Additional funding is needed to complete the environmental documentation for the entire corridor.

Staff Analysis:

Since entering into the MOU, the Mobility Partnership has met on four occasions. The most recent meeting was on July 19, 2016. The July 19 agenda included several items, including a discussion of the project alignment and a discussion of public/private partnerships and potential toll facilities.
With regard to the project alignment, staff is seeking possible direction from the COG Board. In 2008, COG adopted a Resolution 2008-17 (Attachment 1) supporting a northerly alignment of the highway. More recent discussions at the Mobility Partnership have included discussion of routes that are located further south of the existing highway, closer to San Benito County. One possible benefit of the southern alignment is accommodating development along the “Commercial Thoroughfare” notes included in the San Benito County adopted General Plan.

Staff is seeking direction from the COG Board regarding the alignment alternative and any desire to revise the existing adopted resolution.

The full Mobility Partnership agenda packet can be viewed on the COG website: sanbenitocog.org.

Executive Director Review: ____________ Counsel Review: _N/A_

Supporting Attachment: 1. COG Resolution 2008-17

2. July 19, 2016 Mobility Partnership Agenda
BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

A RESOLUTION OF THE BOARD OF ) RESOLUTION NO. 08-17
DIRECTORS OF THE COUNCIL OF SAN )
BENITO COUNTY GOVERNMENTS )
SUPPORTING IMPROVEMENTS TO )
HIGHWAY 152 AS THE MAJOR ROUTE TO )
ADDRESS REGIONAL TRAFFIC )

WHEREAS, San Benito County is geographically located as a major regional transportation corridor to facilitate truck and vehicular traffic to and from the San Joaquin Valley to the coastal regions of Northern California; and

WHEREAS, Highway 152 is the major interregional route in the region and part of the Highway 152/156 traffic corridors; and

WHEREAS, truck and vehicular traffic in, around and through San Benito county is increasing annually at an accelerated rate which threatens the health and safety of drivers and residents of the region while creating congestion, deterioration of efficient circulation systems and increased emissions; and

WHEREAS, without improvements to Highway 152, interregional truck traffic will continue to divert to alternative routes which cause delays, cost additional expense to an already unsteady economy; and adversely impact the ability of local traffic to move within San Benito County efficiently and safely especially on Highways 25 and 156; and

WHEREAS, efficient movement of goods within the region and the state is a statewide priority; and

WHEREAS, improvements to Highway 152 to accommodate truck traffic is most direct and safest route to and from the San Joaquin Valley and the coastal regions of Northern California; and

WHEREAS, improvements to Highway 152 must accommodate future traffic demands for decades to come; and

WHEREAS, the Council of San Benito County Governments has gone on record establishing improvements to Highway 152 as one of its highest priorities and requested consideration by state and regional transportation regulatory agencies to designate Highway 152 as the primary route between the San Joaquin Valley and beyond to the coastal regions of Northern California.
NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the Council of San Benito County Governments strongly supports Highway 152 as the designated primary commercial route from the San Joaquin Valley to the coastal regions of Northern California helping to relieve future congestion on Highway 156 and Highway 25; and

BE IT FURTHER RESOLVED the Board of Directors of the Council of San Benito County Governments supports Highway 152 alignment that begins at a point near the San Felipe Road/Highway 152 intersection and continues in Santa Clara County to a point near the Pajaro River or Bloomfield Road at Highway 25 where its enters San Benito County; and

BE IT FURTHER RESOLVED the Board of Directors of the Council of San Benito County Governments in order to accommodate traffic demands into the future supports a six (6) lane Highway 152 realignment with one (1) lane in each direction designated as the preferred regional truck route; and

BE IT FURTHER RESOLVED the Board of Directors of the Council of San Benito County Governments will not support modification of the Regional Transportation Plan without the realignment conditions specified in this resolution; and

BE IT FURTHER RESOLVED the Board of Directors of the Council of San Benito County Governments strongly urges that the improvements to Highway 152 as specified herein be completed no later than ten (10) years from the date of this resolution.

PASSED AND ADOPTED by the Council of San Benito County Governments Board of Directors on this 18th day of September 2008, by the following vote:

AYES: 3 DIRECTORS: Vice Chair Botelho, Emerson, Marcus
NOES: 0 DIRECTORS:
ABSENT: 2 DIRECTORS: Edge, Pike
ABSTAIN: DIRECTORS:

Chair, Anthony Botelho
Council of San Benito County Governments

ATTEST:

By: Lisa Rheinheimer, Executive Director

APPROVED AS TO LEGAL FORM

By: Shirley L. Murphy, Deputy County Counsel

Shirley L. Murphy, Deputy County Counsel
MOBILITY PARTNERSHIP

Tuesday, July 19, 2016
9:30 a.m. to 11:00 a.m.

Gilroy Police Department Community Room
7301 Hanna Street, Gilroy, CA

AGENDA

1. CALL TO ORDER/ROLL CALL

2. PUBLIC PRESENTATIONS: This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are limited to 2 minutes. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on the next agenda. All statements that require a response will be referred to staff for reply in writing.

3. ORDERS OF THE DAY

CONSENT AGENDA
4. Approve the Regular Meeting Minutes of May 11, 2016

REGULAR AGENDA
5. ACTION ITEM – Future meeting schedule

6. INFORMATION ITEM – Receive reports from Santa Clara Valley Transportation Authority (VTA) and Council of San Benito County Governments (SBCOG) staff.

7. INFORMATION ITEM – Presentation on alignment options under consideration for SR 152.

8. INFORMATION ITEM – Presentation on previous work performed on financing/toll options, including brief overview of Public Private Partnership (P3) project delivery method.

9. ACTION ITEM – Next Steps/Action Items

10. ADJOURN
Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director  Telephone: (831) 637-7665
Date: August 18, 2016
Subject: Transportation Funding in California

Recommendation:

RECEIVE Presentation on Transportation Funding in California.

Summary:

At the July 2016 COG meeting, the staff provided a detailed report of STIP funding in San Benito County. The Board requested further information on overall transportation funding in California.

Financial Considerations:
Statewide, transportation funding as provided by traditional sources does not meet the needs of the transportation system. In San Benito County, there is an unfunded need of $46 million (as determined in the 2035 Regional Transportation Plan).

Staff Analysis:

Staff will provide a presentation on Transportation Funding in California at the August meeting. Attached to this staff report is a handbook developed by the Caltrans Economic Analysis Branch, which includes information on transportation funding sources and how apportionments of funding are made.

In San Benito County, transportation funding is evaluated thoroughly every four years as part of the Regional Transportation Plan development process. The financial assumptions from the 2035 RTP are included as Attachment 2.

Staff will provide a detailed presentation for discussion at the August meeting.

Executive Director Review: ________  Counsel Review: _N/A_

Supporting Attachments:
1. Transportation Funding in California (Prepared & Distributed by the California Department of Transportation)
2. 2035 Regional Transportation Plan Funding Assumptions – Chapter 6
Disclaimer

This guide provides an overview of transportation funding sources and apportionments to entities and programs. The information stated in this guide should not be used for accounting purposes, as it is reliant on various sources and may create financial inconsistency. Any stated financial figures are subject to change. The latest version of this document can be viewed online at http://www.dot.ca.gov/hq/tpp/offices/eab/fundchrt.html.
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An Overview of the Transportation System

California’s transportation network consists of streets, highways, railways, airports, seaports, bicycle routes, and walkways. This network provides people and businesses with the ability to access destinations, and move goods, services, and information throughout the state. The state, regional, and local governments share the network’s construction, operation, and maintenance. Moreover, funding to pay for these activities come from federal, state, and local taxes, fees and assessments, and private investments. This collaborative effort results in a well-integrated transportation network that provides mobility for over 38 million people, while helping California sustain its position as the world’s eighth largest economy.

The State Highway System and Local Roadways and Streets

Californians register approximately 33 million vehicles and drive 328 billion miles on public roads throughout the state per year. The California Department of Transportation (Caltrans) is responsible for approximately 51,300 lane miles of interstate freeways and state routes known as the State Highway System (SHS). Caltrans also maintains 12,559 state bridges (Chart 15) and inspects 402 public and special use airports and heliports (Chart 13).

Metropolitan planning organizations and regional transportation planning agencies are responsible for planning, coordinating, and financing local transportation projects. Regional agencies and local governments operate and maintain approximately 306,500 lane miles of public roads and streets.

Public Transit

Over 400 transit operators annually serve 1.4 billion riders in California. These operators provide services such as fixed-route buses, dial-a-ride programs, local and express commuter services, and paratransit. Local governments, regional agencies, and state and federal agencies operate or finance public bus or rail service (Chart 11 and Chart 12). Commuter rail service such as Metro Link, Caltrain, and heavy rail systems like BART operate in large urban areas, servicing daily commuters and inter-regional travelers. In addition, local and regional transit agencies operate five light rail systems, providing regional service for daily commuters. Caltrans funds three intercity routes: the Pacific Surfliner, the San Joaquin, and the Capitol Corridor. These three routes are managed by local joint power authorities.

Other Modal Services

State, regional and local agencies, and private businesses operate and maintain airports, seaports, railways, ferry terminals, bicycle routes, and pedestrian pathways. These modes provide Californians with alternative means to travel long or short distances. California’s economy relies on the network to move people and goods through the air, water, rail, or roadway. The state exported $174 billion in goods across the world in 2014. Moreover, nearly 20% of U.S. imported goods travel through California’s ports, highways, and railways.
The Transportation System’s Decision Makers

Decision makers from federal, state, tribal, regional, and local governments direct, guide, and fund the transportation network through coordination, planning, construction, operation, and maintenance activities.

Federal Level
The President and Congress enhance the nation’s transportation network by creating national policies and allocating funds to states. This effort is carried forward through the Moving Ahead for Progress in the 21st Century Act (MAP-21) authorization and programs such as the Transportation Investment Generating Economic Recovery (TIGER), Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) grants, and Transportation Alternative Program (TAP). The United States Department of Transportation (U.S. DOT) implements and enforces regulations and allocates funds to states and regional and local agencies. The U.S. DOT is comprised of multiple divisions that are responsible for specific transportation themes such as highways, transit, aviation, safety, and other emphasis areas. Caltrans primarily partners with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

State Level
At the state level, transportation is a coordinated effort between the California State Legislature (Legislature), California State Transportation Agency (CalSTA), California Transportation Commission (CTC), and Caltrans.

California State Legislature
The Legislature signifies their transportation initiatives and spending priorities by establishing policies and financial resources through state statutes such as the Revenue and Taxation Code, the Streets and Highways Code, and the Government Code. Every year, the Governor and Legislature appropriate funds for the transportation network through the annual budget. The Legislature has the authority to designate transportation projects statutorily. For more information visit: http://www.legislature.ca.gov/.

California State Transportation Agency
Established on July 1, 2013, the CALSTA replaced the Business, Transportation and Housing Agency. The mission of the CalSTA is to “develop and coordinate the policies and programs of the state’s transportation entities to achieve the state’s mobility, safety and air quality objectives from its transportation system.” The CALSTA oversees the Board of Pilot Commissioners, California Highway Patrol, California Transportation Commission, Caltrans, Department of Motor Vehicles, High-Speed Rail Authority, New Motor Vehicle Board, and the Office of Traffic Safety. For more information visit: http://www.calsta.ca.gov/.

California Transportation Commission
The CTC consists of eleven appointed voting members and two non-voting ex-officio members. The Governor appoints nine members and the Senate Rules Committee and the Speaker of the Assembly each appoint one member. The CTC’s responsibilities include 1) recommending policies and funding priorities to the Legislature, 2) providing project oversight for the state, 3) adopting state transportation programs, and 4) approving projects nominated for funding by Caltrans and regional agencies. For more information visit: http://www.catc.ca.gov/.
Caltrans
Caltrans supports the transportation network primarily by planning, designing, constructing, and maintaining the SHS to account for motor vehicles and active transportation modes. This effort involves nominating interregional capital improvement projects to the CTC for construction. In addition, Caltrans partners with Amtrak to operate intercity rail lines and collaborates with federal, state, regional, and local entities to advance the transportation network. For more information visit: http://www.dot.ca.gov/.

Tribal Governments
There are 110 federally recognized tribes, and many non-recognized tribes, residing in the state that have transportation needs. Tribal governments establish plans and policies that are used to prioritize projects through tribal transportation improvement plans, making them eligible for federal funding (Chart 20). Tribes often leverage funding by collaborating with the state, regional, or local planning agencies on projects of mutual interest through their planning processes, and long-range transportation planning documents.

Regional Level
Metropolitan planning organizations (MPOs), regional transportation planning agencies (RTPAs), and local governments maintain public streets and roads and allocate resources to the SHS. These entities collaborate with federal and state agencies to meet transportation mandates and implement the objectives of policymakers on behalf of the public.

Metropolitan and Regional Planning Organizations
Under federal law (Title 23 United States Code Section 134), there are 18 MPOs in California with populations greater than 50,000. The State of California has designated 26 RTPAs with populations less than 50,000 people (CA Government Code Section 29532 et. seq.). These regional agencies are responsible for planning, coordinating, and administering federal, state, and local funds that enhance their region’s multimodal transportation network. Each agency is responsible for developing an overall work program (an annual document), a regional transportation plan (a 20-year planning and programming document), and a regional transportation improvement program (a 5-year financial document) that is included in Caltrans’ State Transportation Improvement Program. For more information visit: http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index_files/2010%20RTPGuidelines_Jan2011_Technical_Change.pdf.

Local Government Level
As of 2013, California has 482 incorporated cities and 58 counties; each local government has authority over their roads, streets, and land-uses within their jurisdictional boundary. Local governments and transit operators nominate transportation projects for funding to their metropolitan or regional transportation planning organizations. County transportation authorities are responsible for developing expenditure plans for self-imposed, voter-approved, local sales tax measures.
Transportation Funding Sources

California’s transportation network receives funding from federal, state, local governments, and private investments (Chart 1). Federal, state, and local revenues are collected through: 1) user fees, 2) property access charges, and 3) subsidies. Regional and local governments provide half of California’s transportation funding, whereas, the federal and state government each provide roughly a quarter of the remaining amount. The Legislative Analyst’s Office estimates $28 billion in transportation revenues will be provided to all levels of government for Fiscal Year 2015-16.

<table>
<thead>
<tr>
<th>Transportation Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>User Fees</strong></td>
</tr>
<tr>
<td>• Federal and state gasoline or diesel taxes</td>
</tr>
<tr>
<td>• Vehicle weight fees (debt service)</td>
</tr>
<tr>
<td>• Tolls</td>
</tr>
<tr>
<td>• Public transit fare</td>
</tr>
<tr>
<td><strong>Property Related Charges</strong></td>
</tr>
<tr>
<td>• Property taxes</td>
</tr>
<tr>
<td>• Benefits assessment districts</td>
</tr>
<tr>
<td>• Developer fees</td>
</tr>
<tr>
<td><strong>Subsidies</strong></td>
</tr>
<tr>
<td>• Sales taxes</td>
</tr>
<tr>
<td>• General Funds provided by federal, state, and local governments</td>
</tr>
<tr>
<td>• Externalized Costs</td>
</tr>
</tbody>
</table>

Source: The Santa Clara Valley Transportation Authority: Introduction to Transportation Funding

**Federal Funds**

**Federal Fuel Excise Tax:** The Internal Revenue Service collects this tax—18.4¢/gallon gasoline and 24.4¢/gallon diesel fuel—and deposits it into the Highway Trust Fund (HTF).

- About 85% of the HTF account goes into the Highway Account. FHWA appropriates funding to each state for specific purposes (Chart 18).
- The remaining 15% of the HTF account goes into the Transit Account. The FTA allocates this funding to regional agencies and local transit providers in each state for specific transit purposes (Chart 19).
- California receives a majority of its federal tax contributions through the Federal Obligation Authority (OA).


**State Funds**

**State Fuel Excise Tax:** As of July 1, 2015, California collects 30¢/gallon excise tax on gasoline and 13¢/gallon on diesel fuel—generating approximately $4.9 billion a year. The total amount of State Fuel Excise Tax revenues (Chart 2) are divided between the State Highway Account (SHA) and local entities according to a statutory formula (Chart 3) and relief of transportation General Fund obligation debt.

The excise tax on gasoline is comprised of two taxes:

- The base state excise tax (Prop. 111, 1990) has remained at 18¢/gallon since 1994. Cities and counties receive approximately 36% and the state receives 64% of this revenue.
- The price-based excise tax for Fiscal Year (FY) 2015-16 is 12.0¢/gallon. Revenue is used to backfill weight fees that are diverted to the Transportation Debt Service Fund and the General Fund. After backfilling weight fees and general fund transfers, the remaining
funds are allocated between local roadways (44%), new construction projects (STIP, 44%), and highway maintenance and operations (SHOPP, 12%).

The Fuel Tax Swap was first enacted in 2010—Assembly Bill (AB) 6 of the Eighth Extraordinary Session (ABX8 6) and Senate Bill (SB) 70. Due to conflicts created by the passage of Propositions 22 and 26 (2010) by voters, the Legislature reenacted the Fuel Tax Swap through AB 105 (2011). The Fuel Tax Swap eliminated the sales tax on gasoline and replaced it with the price-based excise tax. The California Board of Equalization (BOE) adjusts this rate annually. The passage of AB 105 also authorized the redirection of weight fees from the SHA to the General Fund to pay off General Obligation bond debt service for specified voter-approved transportation bonds (Chart 5). For more information visit: http://lao.ca.gov/analysis/2011/transportation/tax_swap_012511.pdf.

**State Sales Tax:** As of January 2013, the BOE collects a 6.50% state base sales and use tax (Proposition 30 temporarily added 0.25% until January 1, 2017) and a 1% Bradley-Burns local uniform tax—totaling to a statewide tax rate of 7.50%. Portions of this tax are earmarked for the following transportation programs:

- The 1971 Transportation Development Act (TDA) allows each county to impose a 0.25% sales tax for transportation purposes through the Local Transportation Fund (LTF). The BOE collects and distributes this tax revenue to each county based on a pro rata basis.

- The Public Transportation Account (PTA) provides funding for local transit, as outlined in the Transportation Development Act. The only revenue for this Account is from the state sales tax on diesel fuel. The sales and use tax on diesel fuel is an additional 1.75% on top of the base sales tax (7.50%) and thereafter according to Revenue and Taxation Code 6051.8, 6201.8, and 60050. This equates to a total sales tax rate of 9.25% for diesel fuel.

Proposition 22 (2010) requires revenue generated from the state’s 4.75% base portion of the sales tax on diesel fuel to be split equally between the state and local transit agencies. The additional 1.75% on top of base sales tax on diesel fuel is dedicated to the State Transit Assistance fund (STA) for operation and capital purposes (Chart 6 and Chart 7). For more information visit: http://www.boe.ca.gov/meetings/pdf/2015/022415_PAN_February_Culver_City.pdf.

**Truck Weight Fees:** The state collects commercial vehicle fees based on weight, generating approximately $900 million a year. The California Department of Motor Vehicles (DMV) calculates weight fees based on the gross weight of commercial vehicles. These fees are deposited into the SHA and transferred onto the General Fund to pay for transportation bond debt (Chart 5).

**Proposition 1B Bonds:** This 2006 Bond Act provided $19.9 billion for the following projects: congestion relief, goods movement facilitation, air quality improvement, and safety and security enhancements to the transportation network (Chart 8).

**Motor Vehicle License and Other Fees:** The state also collects vehicle license, registration, and driver license fees. These revenues are allocated to the California Highway Patrol (CHP) and the Department of Motor Vehicles for traffic law enforcement and regulations (Chart 17). For more information on California’s transportation funding structure visit: www.catc.ca.gov/reports/annualreports.htm.
State Funding Opportunities

The Legislature and various agencies are exploring opportunities to generate additional revenue for California’s transportation system. A few proposals and efforts are highlighted below.

Transportation Funding Modifications: This proposal would impose a $0.10 per gallon excise tax on gasoline, a $0.12 per gallon excise tax on diesel fuel, and increase vehicle license fees and registration fees for five years. Roughly, $3.5 billion in new transportation revenues would be raised annually. Revenue would primarily be used to address deferred maintenance on state highways and local streets and roads. For more information visit: http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB16.

Annual State Highway System Rehabilitation and Maintenance Financial Shortfall

$7.9 billion in annual revenue needs to rehabilitate and maintain the SHS

$2.2 billion in annual available revenue to rehabilitate and maintain the SHS

$5.7 billion in annual funding shortfall for rehabilitation and maintenance on the SHS

*Federal and state fuel excise taxes are the primary revenue source

Infrastructure Financing: The California Infrastructure and Economic Development Bank provides financial assistance for public infrastructure and private development. This proposal would revise the definition of economic development facilities to include goods movement-related infrastructure and specifically reference airports, landports, waterports, and railports. Public and private entities would be eligible for this program. For more information visit: http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB1533.

California Road Charge Pilot Program: The passage of Senate Bill 1077 (2014) requires the State to assess the potential for mileage-based revenue collection for California’s roads and highways as an alternative to the gas tax system. The California Transportation Commission (CTC) has assembled a 15 member Road Charge Technical Advisory Committee (TAC) to develop recommendations for the design of a Road Charge Pilot Program. The Pilot Program will be implemented by the California State Transportation Agency no later than January 1, 2017. The outcomes of the Road Charge Pilot Program will be reported back to the TAC, CTC, and Legislature no later than June 30, 2018. The CTC will provide recommendations on the Pilot Program to the Legislature in December 2018. Caltrans has been charged with providing technical support to the TAC, CTC, and CalSTA in carrying out their duties and responsibilities in the enabling legislation. For additional information on this pilot program visit: www.CaliforniaRoadChargePilot.com.
**Local and Other Funds**
Various local funding sources provide additional funding for various transportation purposes.

*Local Sales Tax Measures (Self-Help Counties):* Counties can adopt a sales tax increase for transportation programs (2/3 local voter approval), generally lasting 20 to 30 years (*Chart 10*).

- Twenty counties have recently approved sales tax measures for transportation
  - Napa’s Measure T is expected to begin in July 2018
  - Alameda’s Measure BB increased its transportation sales tax from 0.5% to 1%
- Four Transit Authorities have approved permanent local tax measures

*TDA of 1971:* Provides local agencies with transportation and transit funding (LTF and STA).

*Transit Fares:* Provides about $1.2 billion for local transit systems.

*Local General Funds and Other Local Funds:* Includes property taxes, developer fees, street assessments, bonds, fines, and forfeitures (*Chart 9*).
Federal and State Transportation Programming

Both federal and state governments allocate revenue by programming funds for specific policy initiatives.

Federal Programming
Congress authorizes the federal government to spend its transportation revenue on programs that support public policy interests for a given amount of time—typically a five to six year period. An authorization sets the maximum amount of funding that can be appropriated to programs each fiscal year. Each year, Congress reviews appropriation bills to allocate funding for all federal agencies, departments, and programs. This action provides the legal authority for federal agencies to spend money during the upcoming fiscal year on administered programs. The federal government can only allocate up to the maximum amount identified in the authorization for the upcoming year—no more. The FHWA and the FTA are the main recipients of federal transportation funding. The administrations then allocate funding to each state based on various programs.

Current Federal Authorization: Moving Ahead for Progress in the 21st Century
President Barack Obama signed House Resolution 4348, otherwise known as MAP-21, on July 6, 2012, allocating $105 billion for transportation purposes. The passage of MAP-21 extended the federal government’s authority to collect motor vehicle fuel excise taxes through September 30, 2016 and truck excise taxes through September 30, 2017. In addition, the passage of MAP-21 resulted in several changes to programs that FHWA and FTA administer (Chart 18 and Chart 19). In August 2014, MAP-21 was extended to May 31, 2015 through the Highway and Transportation Funding Act of 2014. The U.S. House of Representatives extended MAP-21 for a second time to July 2015 on May 19, 2015. These extensions provide billions of dollars to federal-aid highway programs and public transit only for a portion of the Federal Fiscal Year 2015. For additional information visit: http://www.fhwa.dot.gov/map21/.

State Programming
Similar to federal programming, the Legislature dictates how state revenues are spent on the transportation network. The Legislature appropriates state funding for specific purposes each year.

State Transportation Improvement Program (STIP): Funds new construction projects that add capacity to the transportation network. STIP consists of two components, Caltrans’ Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies’ Regional Transportation Improvement Program (RTIP). STIP funding is a mix of state, federal, and local taxes and fees (Chart 4).

State Highway Operation and Protection Program (SHOPP): Provides funds for pavement rehabilitation, operation, and safety improvements on state highways and bridges.

Local Assistance Program: Caltrans oversees more than $1 billion in federal and state funding annually to over 600 cities, counties, and regional agencies. The program provides recipients with the opportunity to improve their transportation infrastructure or provide additional transportation services.

PTA According to TDA Law: The PTA primarily supports the STA, intercity rail, and transit capital improvements. The STA program disburses funding to transportation planning agencies and transportation commissions based on a formula that is dependent on an area’s population and
transit operator revenues. These entities then redistribute funding to transit operators within their region for purposes such as operating assistance, capital acquisition and improvement, and transit services.

**Proposition 1B: Transportation Bonds:** The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) authorized the state to sell $19.9 billion in general obligation bonds for transportation projects. These projects focus on improving state highways and local roads, transit network, freight mobility, and air quality. In partnership with the CTC, Caltrans is responsible for administering a majority of the Proposition 1B funds. Roughly, three-fourths of Proposition 1B projects are complete or under construction for purposes. Projects include SHOOP, Trade Corridors Improvement Fund program, State Route 99, intercity rail, and seismic retrofitting of local bridges and overpasses (see *Chart 8*). For more information visit: http://www.bondaccountability.dot.ca.gov/bondacc/.

**Cap and Trade:** AB 32 (2006) requires the reduction of greenhouse gas (GHG) emissions to 1990 levels by 2020. In order to meet this goal, the California Air Resources Board (ARB) adopted “cap-and-trade.” This market mechanism policy places a “cap” on entities responsible for 85 percent of the State’s GHG emissions. As part of the cap-and-trade program, ARB conducts quarterly auctions and sells emission allowances. These auctions will generate billions of dollars in state revenue over multiple years. The Governor’s FY 2015-16 budget proposes to appropriate $1 billion in auction revenue to various state programs such as sustainable communities, clean transportation, energy efficiency, natural resources, and waste diversion. Caltrans receives funding from the Sustainable Communities Funding portion of Cap-and-Trade (see *Chart 21*).

**Active Transportation Program (ATP):** In response to the Federal Transportation Alternatives Program, the State’s ATP was created on September 26, 2013 with the passage of California Senate Bill 99 (Chapter 359, Statutes of 2013) and California Assembly Bill 101 (Chapter 354, Statutes of 2013). Millions of federal and state dollars are allocated to the ATP each year (see *Chart 22*). This program funds safe routes to school, pedestrian, bicycle, and trail projects. Furthermore, disadvantaged communities must receive at least 25% of the program’s funding. The CTC is responsible for adopting guidelines and programming projects, while Caltrans is responsible for administering the program. For more information visit: http://www.catc.ca.gov/programs/ATP.htm.
Transportation
Funding
Charts
A Simplified Overview of Transportation Funding

Revenues

Motor Vehicle Fuel Account

State Base Excise Tax
State Price-based Excise Tax
Federal Fuel Tax
State Truck Weight Fees
State Diesel Sales Tax
14% General Sales Tax
Local Sales Tax Measure
Toll
Prop 1B

Accounts

Transportation Debt Service Fund (General Fund)

Local Transp. Funds (LTF)

Public Transp. Account (PTA)

Federal Aid Hwys

Federal Aid Transit

Expenditures

Motor Vehicle Fuel Account

State Base Excise Tax
State Price-based Excise Tax
Federal Fuel Tax
State Truck Weight Fees
State Diesel Sales Tax
14% General Sales Tax
Local Sales Tax Measure
Toll
Prop 1B

Accounts

Transportation Debt Service Fund (General Fund)

Local Transp. Funds (LTF)

Public Transp. Account (PTA)

Federal Aid Hwys

Federal Aid Transit

Economic Analysis Branch
Division of Transportation Planning
California Department of Transportation 02/2015
Price at the pump includes federal and state excise taxes as well as applicable state and local sales taxes.
1. Assembly Bill 105 (Fuel Tax Swap) directs revenues from the Truck Weight Fees to pay transportation bond debt service and loans to the General Fund.

2. The Fuel Tax Swap was originally enacted in 2010 as ABX8 6/SB 70 and re-enacted in 2011 through AB 105 in response to Propositions 22 and 26 (2010).
STIP Funding Distribution
State/Region, North/South Splits & County Shares

STIP Funds
(State & Federal)

Caltrans 25%  
SB 45 (1997)  
S&H § 164

RTPAs 75%

ITIP
(Interregional Transp. Improvement Program)

40%

S&H § 164

N/S Split

RTIP
(Regional Transp. Improvement Program)

40%

S&H § 188

North Counties

South Counties

15% Min. Intercity Rail

85% Max. IRRS Outside Urban Areas

Subject to N/S Split

Subject to County Share
- County Population (75%)
- St. Hwy Mileage (25%)
The enactment of AB 105 (2011) effectively repealed the provisions of Proposition 42 and subsequent revenue allocation. The California Board of Equalization adjusts the gasoline excise tax rate annually to maintain revenue neutrality had the sales and use tax and excise tax rate not been changed by the Fuel Tax Swap.

AB 105 authorized transfers of weight fee revenues from the SHA to the GF to pay down transportation debt service and loans. An equivalent amount of excise taxes from the fuel tax is transferred to the SHA to offset this diversion and maintain revenue neutrality. The remaining net revenues derived from the new excise tax are allocated as described above (see Streets and Highways Code, Section 2103).

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State Sales and Use Tax

California Statewide Base Sales and Use Tax
7.25%

TDA
(Gov.Code §29530)

(R&T §6051)

(R&T §7202/6051.2/6051.6)

1/4%

Local Transp.
Funds (LTF)**
(Counties)

(PUC § 99230-251)

5%

State Retail
Sales Tax Fund

(R&T §7102)

2%

Local General
Funds

State General Fund

Diesel Fuel Sales Tax

State Base Sales Tax
on Diesel Fuel
(4.75%)

R&T §7102(a)(3)

State Sales Tax
on Diesel Fuel
(1.75%)

R&T §6051.8 (a)

PUBLIC TRANSPORTATION ACCOUNT (PTA)

STATE TRANSIT ASSISTANCE (STA)*

* The temporary sales and use tax increase of 0.25% from Proposition 30 is not included
** Two funding sources within TDA law

Economic Analysis Branch
Division of Transportation Planning
California Department of Transportation 02/2015
Public Transportation Account (PTA)

PTA Revenues

State Sales Tax on Diesel Fuel
(Includes 4.75%)

(Proposition 22, Articles XIII and XIX)

Fuel Tax Swap Revenues

State Sales Tax on Diesel Fuel
(Includes 1.75% for FY 14-15 and thereafter)

Caltrans
(State Transit Programs)

- Intercity Passenger Rail & Feeder Bus Operations
- Caltrans (planning/support)
- CTC
- ITS (research)
- PUC (passenger rail support)
- Public Transit Capital Projects (STIP)

RTPAs
State Transit Assistance (STA)

- County/City Mass Transit (based on population)
- Vehicles/Equipment/Terminals/Rail

RTPAs
State Transit Assistance (STA)

- Allocated to transit operators (based on share of fare revenue)
# Proposition 1B
(Authorizes $19.9 Billion in General Obligation Bonds)

<table>
<thead>
<tr>
<th>Account/Program</th>
<th>Available (Billions)</th>
<th>Committed (Billions)</th>
<th>Allocation Plan</th>
</tr>
</thead>
</table>
| Corridor Mobility Improvement Account (CMIA)            | $4.5                 | $4.5                 | • Performance improvements on highly congested travel corridors  
                                                                 • Projects are nominated by Caltrans & MPOs/RTPAs  
                                                                 • CTC develops guidelines and approves projects |
| Public Transp. Modernization, Improvement & Service Enhancement | $4                   | $3.18                | • Intercity Rail Improvements ($400M)  
                                                                 • Commuter & Urban Rail Improvements ($3.6B)  
                                                                 • Projects nominated by Caltrans/MPOs/RTPAs |
| California Ports Infrastructure, Security, and Air Quality Improvement | $3.1                 | $2.76                | • Multimodal Improvements along federal trade corridors ($2B)  
                                                                 • Freight emission reductions along trade corridors ($1B ARB)  
                                                                 • Grants for port, harbor, ferry terminals security ($100M) |
| STIP Funding Augmentation                               | $2                   | $2                   | • Deposited in Transportation Facilities Account |
| Local Streets and Road Improvement, Congestion Relief, and Traffic Safety | $2                   | $1.95                |                                                                 |
| State Route 99 Improvements                             | $1                   | $0.99                |                                                                 |
| State-Local Partnership Program                         | $1                   | $0.98                | • State matching funds for local projects (5-year program) |
| Transit System Safety, Security, and Disaster Response  | $1                   | $0.54                | • Allocated by Legislature |
| Highway Safety, Rehabilitation, and Preservation        | $0.75                | $0.75                | • Augments SHOPP funding (CTC)  
                                                                 • Includes $250M for traffic light synchronization projects |
| Highway-Railroad Crossing Safety                         | $0.25                | $0.25                | • High-priority grade separation and RR crossings |
| School Bus Retrofit & Replacement                       | $0.20                | $0.20                | • Reduction of air pollution & child exposure to diesel exhaust |
| Local Bridge Seismic Retrofit                           | $0.125               | $0.125               | • Provides the 11.5% required match for federal Bridge Program |

For more information visit www.bondaccountability.ca.org
Local Street and Road Funding

REVENUES
- State Fuel Excise Tax (Local Subvention)
- Federal Aid
- State Aid
- Fuel Tax Swap
- Local General Funds
- Other Local Funds
- County Sales Tax Measures
- Local Transportation Funds (TDA)

EXPENDITURES
- Maintenance
- New Construction Reconstruction
- Engineering & Administration
- Right of Way
- Other

CITY/COUNTY ROAD FUNDS

MASS TRANSIT

Revenues and expenditures reported in the State Controller, Annual Reports of Financial Transactions:
- Streets and Roads
- Transit Operators
- Transportation Planning Agencies
### County Transportation Sales Tax Measures

#### Transit Districts (Permanent 0.5% Taxes)
- BART (S.F., Alameda, Contra Costa)
- San Mateo
- Santa Clara
- Santa Cruz

#### “Self-Help” (Temporary 0.5% Taxes)

<table>
<thead>
<tr>
<th>County</th>
<th>Duration</th>
<th>Est. 2015 Rev.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>(million $)</td>
</tr>
<tr>
<td>Alameda (Measure BB, 1% Tax)</td>
<td>2015-2045</td>
<td>301</td>
</tr>
<tr>
<td>Contra Costa</td>
<td>1989-2034</td>
<td>81</td>
</tr>
<tr>
<td>Fresno</td>
<td>1987-2027</td>
<td>72</td>
</tr>
<tr>
<td>Imperial</td>
<td>1990-2050</td>
<td>14</td>
</tr>
<tr>
<td>Los Angeles (1% Tax)</td>
<td>Permanent</td>
<td>1,538</td>
</tr>
<tr>
<td>Los Angeles (Measure R)</td>
<td>2009-2039</td>
<td>769</td>
</tr>
<tr>
<td>Madera</td>
<td>1990-2027</td>
<td>8</td>
</tr>
<tr>
<td>Marin</td>
<td>2005-2025</td>
<td>27</td>
</tr>
<tr>
<td>Napa (Measure T)</td>
<td>2018-2043 (Est.)*</td>
<td>--</td>
</tr>
<tr>
<td>Orange</td>
<td>1991-2041</td>
<td>326</td>
</tr>
<tr>
<td>Riverside</td>
<td>1989-2039</td>
<td>172</td>
</tr>
<tr>
<td>Sacramento</td>
<td>1989-2039</td>
<td>111</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>1990-2040</td>
<td>175</td>
</tr>
<tr>
<td>San Diego</td>
<td>1988-2048</td>
<td>278</td>
</tr>
<tr>
<td>San Francisco</td>
<td>1990-2034</td>
<td>95</td>
</tr>
<tr>
<td>San Joaquin</td>
<td>1991-2041</td>
<td>57</td>
</tr>
<tr>
<td>San Mateo</td>
<td>1989-2033</td>
<td>85</td>
</tr>
<tr>
<td>Santa Barbara</td>
<td>1990-2040</td>
<td>37</td>
</tr>
<tr>
<td>Santa Clara</td>
<td>1996-2036</td>
<td>221</td>
</tr>
<tr>
<td>Santa Clara (BART Ext 0.125%)</td>
<td>2013-2043 (Est.)</td>
<td>55</td>
</tr>
<tr>
<td>Sonoma (0.25% Tax)</td>
<td>2005-2025</td>
<td>23</td>
</tr>
<tr>
<td>Sonoma-Marin (SMART 0.25%)</td>
<td>2009-2029</td>
<td>36</td>
</tr>
<tr>
<td>Tulare</td>
<td>2007-2037</td>
<td>32</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>$4,513</strong></td>
</tr>
</tbody>
</table>

* Napa will impose a one-half of one percent transactions and use tax for 25 years (Measure T). This tax will fund local street and road improvements and will be implemented once the Flood Protection tax (Measure A) expires. Measure A is expected to expire by 2018.

Article XIII B of the State Constitution provides the authority and requirements for the imposition of local sales tax measures subject to voter approval.
Transit and Rail Operations Funding

**REVENUES**

- PTA Funds
- Fed Transit Grants (Rural Areas) FTA Sec. 5311
- State Transit Assistance (STA) from TDA
- County LTFs from TDA (1/4% General Sales Tax)
- County Sales Tax Measures
- Other Local Funds Fares/Property Tax Private/Joint Development

**EXPENDITURES**

- Caltrans
- Rural Transit Agencies/Operators
- RTPAs/Transit Operators

- Intercity Rail Program Intercity Passenger Rail & Feeder Bus Operations
- Rural Bus Service
- Transit Operations
- Transit Planning
In addition, Section 104(d)(2) of Fed Hwy Act (Title 23 US Code) provides funding for railway/highway crossing hazard elimination in existing and potential high-speed rail corridors.
1. The enactment of AB 32, the California Global Warming Solutions Act of 2006, requires the California Air Resources Board to establish a regulatory market-based program. Since 2013, this program sets a “cap” or limit on the amount of greenhouse gas emissions that electric and large industrial plants can produce. Effective January 1, 2015, fuel distributors and suppliers are subjected to the “cap.” The “cap” limitation will be approximately reduced by 3% per year to reach the state’s 2020 greenhouse gas reduction target. The California Legislature and Governor appropriate the collected auction proceeds, known as the Greenhouse Gas Reduction Fund (GGRF), to State agencies for designated purposes. These appropriations are classified by three categories: 1) Transportation and Sustainable Communities Funding, 2) Clean Energy and Energy Efficiency Funding, and 3) Natural Resources and Waste Diversion. This chart only illustrates the Transportation and Sustainable Communities Funding. Please visit the California Air Resources Board’s website for more information at http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/ggrfprogrampage.htm#Transportation.
Active Transportation Program

**Revenue Sources**

3. Ibid
4. Ibid

**Program Distribution**

- **Statewide Competitive Program**
  - CTC awards active transportation projects. Disadvantaged communities must receive 25% of the funds.

- **Urban Regions**
  - Metropolitan planning organizations (200,000 or more people) receive funding based on population. The funds are distributed based on a regional competitive process. Disadvantaged communities must receive 25% of the funds. There are additional statutory requirements that apply to the Southern California Association of Governments.

- **Small Urban and Rural Regions**
  - CTC awards active transportation projects to small urban (population of 5,001 to 200,000) and rural regions (population less than 5,000). Disadvantaged communities must receive 25% of the funds.

**Active Transportation Program**

SB 99, Chapter 359 (2013) and AB 101, Chapter 354 (2013) funds non-infrastructure and infrastructure projects that encourages people to use active transportation modes.

**Federal Transportation Alternatives Program Resources**

- Federal Highway Account of the Highway Trust Fund
- Transportation Alternatives Program (Safe Routes to School included)
- Surface Transportation Program
- Highway Safety Improvement Program (CA has kept this as a separate program)
- Transportation Recreational Trails (non-motorized percentage appropriated to ATP and remaining to Dept. of Parks and Recreation)
- Other Federal Aid
State General Aviation Funding

18¢/gal Gen Av Gas Tax  
[R&T § 7360]

2¢/gal GA Jet Fuel Tax  
[R&T § 7392]

Federal Aid  
(FAA Planning Grants to Airports)

Aeronautics Account  
[PUC § 21680 & R&T §8352.3]

Local Airport Loan Acc’t  
(Loan Repayments & Interest)  
PUC § 21602(e)

Local Airport Loans

State Operations  
Division of Aeronautics:
Aviation Planning  
Aviation Engineering  
Environmental  
Airport/Heliport Safety/Permits  
Airport Noise Regulation

PTA  
($30,000/Year)  
Aero. Planning  
(PUC § 21682.9)

Local Assistance  
(Cities, Counties, Airport & Community Services Dist).
AIP Matching Grants  
Annual Grants ($10,000 per Airport)  
A&D Grants
Non-Motorized Transportation Funding

Note: The green boxes represent funding sources and the blue boxes represent fund administrators. Cities and counties are fund recipients.

*Bicycle/pedestrian projects are eligible for funding from federal NHS, STP, TEA, CMAQP, Fed Lands Hwy & Bridge programs. The State’s EEM program and county sales tax measures also provide funding for non-motorized transportation projects.

Economic Analysis Branch
Division of Transportation Planning
California Department of Transportation 02/2015
State Toll Bridge & Seismic Retrofit Funding

$5 Toll Charge (one-way) breakdown for S.F. Bay Area Bridges
(Excluding Congestion Pricing or Multi-axle Charges)

$1 Base Toll
- Funds operation, toll facility maintenance, administration costs
- Remaining funds are used on Regional Measure 1 debt service

$1 Regional Measure 2
- Funds projects listed in the “Regional Traffic Relief Plan”
- Toll Bridge Seismic Retrofit Program

Seismic Retrofit
$3 Toll Surcharge
- Identify and retrofit bridges to the latest safety standards

Bay Area Toll Authority (BATA/MTC)
- Responsible for planning, financing, coordinating agency, and administering toll revenue and joint oversight of construction

CALTRANS*
- Owns and operates state-owned bridges
- Oversees Toll Bridge Seismic Retrofit Program

Toll Bridge Seismic Retrofit Account
- Funds are used to fund the Toll Bridge Seismic Retrofit Program that identifies and retrofits bridges to the latest safety standards (S&H § 188.1/188.5)

SHA PTA

Other Funds
Federal Highway Bridge Program

*Caltrans collects tolls and is responsible for the maintenance and capital improvements on all state-owned toll bridges (reimbursed by BATA). Assembly Bill 144 (Chapter 71, 2005) provided additional funding of $3.6 billion from BATA for the Toll Bridge Seismic Retrofit Program.
* The remaining 25% of the SPR funds are used for research.*
In 1998 the Legislature began a series of reductions in the statutory 2% vehicle license fee (AB 2797, Chapter 322) down to 0.65% effective January 2005.
# Federal-Aid Highway Programs

**Moving Ahead for Progress in the 21st Century (MAP-21)**

<table>
<thead>
<tr>
<th>Program</th>
<th>Description/Provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway Performance Program</td>
<td>Provide support to the National Highway System by emphasizing condition and performance, constructing new facilities; and ensuring that investments support performance targets.</td>
</tr>
<tr>
<td>Surface Transportation Program</td>
<td>Provides flexible funding for projects that preserve and improve the conditions and performance on Federal-aid highways, bridges and tunnels on public roads, pedestrian and bicycle infrastructures, and transit capital projects.</td>
</tr>
<tr>
<td>Highway Safety Improvement Program</td>
<td>Provides funding to reduce traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.</td>
</tr>
<tr>
<td>Railway-Highway Crossings Program</td>
<td>Provides funding to support safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.</td>
</tr>
<tr>
<td>Congestion Mitigation &amp; Air Quality (CMAQ)</td>
<td>Provides flexible funding to State and local governments for transportation projects and programs to help meet the Clean Air Act requirements. The goal is to reduce congestion and improve air quality by improving the ozone and reducing pollutants such as carbon monoxide, or particulate matter.</td>
</tr>
<tr>
<td>Metropolitan Planning (PL) Funds</td>
<td>Provides funding to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas.</td>
</tr>
<tr>
<td>State Planning and Research</td>
<td>MAP-21 requires states to set aside 2% of the apportionments they receive from the core Federal-aid programs for State planning and research activities. These activities include research, development, and technology.</td>
</tr>
<tr>
<td>Transportation Alternatives Program</td>
<td>Provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.</td>
</tr>
</tbody>
</table>

Note: Pursuant to the Highway and Transportation Funding Act of 2014 that expires on May 31, 2015, the 2015 Federal-aid highway programs authorized appropriation sum is equal to 243/365 of the total authorized amount. For the latest budget authorization amounts, visit http://www.fhwa.dot.gov/legsregs/directives/notices/n4510778.cfm
# Federal-Aid Transit Programs

Moving Ahead for Progress in the 21st Century (MAP-21)

<table>
<thead>
<tr>
<th>Program</th>
<th>Description/Provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metropolitan &amp; Statewide and Nonmetropolitan Planning</strong></td>
<td>Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas metropolitan areas through a cooperative, continuous, and comprehensive planning process. The result of this process includes long and short-range planning and programming of transportation investment priorities.</td>
</tr>
<tr>
<td><strong>Section 5307 &amp; Section 5340 (Urbanized Area)</strong></td>
<td>A grant program for public transportation capital investment in urban areas, and transit operating assistance in areas below 200,000. Apportioned by legislative formulas based primarily on population and population density, and bus and fixed guideway revenue based on vehicle and passenger miles.</td>
</tr>
<tr>
<td><strong>Section 5309 (Fixed Guideway Capital Investment Grants)</strong></td>
<td>Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.</td>
</tr>
<tr>
<td><strong>Section 5310 (Elderly and Disability Transit)</strong></td>
<td>A formula program to fund transportation services for the elderly and people with disabilities. Allocation is made on the basis of the number of elderly and people with disabilities in each state.</td>
</tr>
<tr>
<td><strong>Section 5311 (Rural Area)</strong></td>
<td>Provides formula grants for capital and operating services for rural and small urban public transportation systems located in areas with a population less than 50,000. In addition, FTA Section 5311 (b)(3) provides funding to assist in the design and implementation of training and technical assistance projects and other support services to meet the needs of transit operators in non-urbanized areas. Section 5311(c) provides federally recognized tribes with funding for capital, operating, planning, and administrative expenses for public transit projects that meet the growing needs of rural tribal communities.</td>
</tr>
<tr>
<td><strong>Section 5337 (State of Good Repair)</strong></td>
<td>Funds are dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT).</td>
</tr>
<tr>
<td><strong>Section 5329(e) (State Safety Oversight Program)</strong></td>
<td>A program that provides funding to oversee the safety of public transportation as it pertains to heavy rail, light rail, buses, ferries, and streetcars.</td>
</tr>
<tr>
<td><strong>Section 5339 (Bus and Bus Facilities)</strong></td>
<td>Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.</td>
</tr>
</tbody>
</table>

**Note:** Pursuant to the Highway and Transportation Funding Act of 2014 that expires on May 31, 2015, the 2015 Federal-aid transit programs authorized appropriation sum is equal to 243/365 of the total authorized amount. For the latest budget authorization amounts, visit [http://www.fta.dot.gov/12853_16278.html](http://www.fta.dot.gov/12853_16278.html)
Native American Transportation Funding

**Federal Highway Administration Programs**

<table>
<thead>
<tr>
<th>Program</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tribal Transportation Program</td>
<td>Provides access to basic community services to enhance the quality of life for tribal communities. This program replaces the Indian Reservation Roads program.</td>
</tr>
<tr>
<td>Federal Lands Transportation Program</td>
<td>Provides funding for projects that provide access to or within federal or tribal land.</td>
</tr>
<tr>
<td>Federal Lands Access Program</td>
<td>Provides funding to improve access to transportation facilities that are located on or adjacent to, or that provide access to federal or tribal land.</td>
</tr>
<tr>
<td>Federal Lands Planning Program</td>
<td>Provides funding for transportation planning activities on federal lands or tribal facilities, similar to the Statewide and Metropolitan transportation planning funding.</td>
</tr>
<tr>
<td>Tribal High Priority Projects Program</td>
<td>Supplements the Tribal Transportation Program (TTP) by providing funding to tribal communities for high priority projects, or emergency-disaster projects.</td>
</tr>
</tbody>
</table>

**Federal Transit Administration Programs**

<table>
<thead>
<tr>
<th>Program</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transportation on Indian Reservations</td>
<td>Provides funding for capital, operating, planning, and administrative expenses for public transit projects for rural tribal communities.</td>
</tr>
</tbody>
</table>

Note: While all federally recognized tribes can participate in the Tribal Transportation Program (TTP), only those with a tribal transportation plan and transportation improvement plan are eligible to receive TTP funds.


For more information on the FTA program visit [http://www.fta.dot.gov/grants/13094_3553.html](http://www.fta.dot.gov/grants/13094_3553.html)
Chapter 6 Financing Our Transportation Investments

This financial element identifies nearly $515 million (escalated to year of expenditure) in local, state, and federal money available for transportation projects and programs through the 2035 planning horizon. The Council of Governments developed the financial projections based on these guiding assumptions:

- A consideration of previous funding levels made available to the region
- Funding identified in currently adopted plans and programs
- Guidance from state and federal offices
- Direction from policymakers regarding consideration of new, alternative revenues

The Council of Governments recognizes that financing transportation projects is a challenge due to the limited local, state and federal funding available to regions compared to the need. Because of this, the Council of Governments, along with its regional partners, advocates for additional funding at the state and federal levels. Locally, San Benito County and the cities of Hollister and San Juan Bautista have opted to partially finance transportation needs with a fee assessed on new residential and commercial developments under the Traffic Impact Mitigation Fee Nexus Study. This strategy allows for an estimated $115 million in transportation dollars to come to the region over the next 25 years.

As discussed in Chapter 2, the lack of available transportation funding is the biggest challenge facing the San Benito County in its delivery of transportation projects and programs. As the region grows in population, the strain on available resources will continue to be a challenge.

The financial projections included in this chapter have been escalated to 2035 levels using a consistent escalation factor based on previous levels of funding and reasonable assumptions about future funding sources. These fund projections were developed in concert with regional partners who subscribed to the same methodology in preparation of their Regional Transportation Plans.

FUNDING SOURCES

FEDERAL FUNDING SOURCES
Federal funding for transportation is delivered through the federal transportation funding bill. MAP-21, the Moving Ahead for Progress in the 21st Century Act, was signed into law by President Obama in July 2012. The bill provides for approximately $105 billion in transportation funding over a two year timeframe. While this investment is significant, there is still a momentous need that is left unfunded. Moreover, having only two years of identified funding
makes it difficult to project future funding levels. In addition, there is a need for a more secure, long-term federal funding source for transportation investments.

This financial plan assumes that federal funds will remain available for transportation projects; however, core revenues available are expected to decline due to increasing fuel efficiency. Because so much funding comes through fuel taxes and fees, a decline in fuel sales will lower revenues.

Figure 6-1 describes the federal revenue sources available to San Benito County:

<table>
<thead>
<tr>
<th>Federal Program</th>
<th>Description</th>
<th>Escalated Revenue (Dollars in 000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Bridge Program</td>
<td>The Highway Bridge Program provides funding to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance. 24</td>
<td>$50,372</td>
</tr>
<tr>
<td>Highway Safety Improvement Program</td>
<td>The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. 25</td>
<td>$4,242</td>
</tr>
<tr>
<td>Regional Surface Transportation Program</td>
<td>Regional Surface Transportation Program funds construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on federal and state highways, local roads, and bridges.</td>
<td>$17,298</td>
</tr>
<tr>
<td>Enhanced Mobility of Seniors and Individuals with Disabilities (5310)</td>
<td>The 5310 program awards grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities. 26</td>
<td>$513</td>
</tr>
<tr>
<td>Rural Area Formula Program (5311)</td>
<td>This rural transit program provides funding for the purpose of supporting public transportation in rural areas, with population of less than 50,000. 27</td>
<td>$9,480</td>
</tr>
<tr>
<td>Transit Planning Grants (5304)</td>
<td>The Transit Planning grant program is funded by the Federal Transit Administration, which has authorized Caltrans to distribute these grant funds. Funds can be used for transit planning for sustainable communities and for rural communities. 28</td>
<td>$1,081</td>
</tr>
<tr>
<td>Federal Aviation Administration Airport Improvement Plan</td>
<td>Airport Improvement provides grants to public agencies for planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems. 29</td>
<td>$4,053</td>
</tr>
</tbody>
</table>

**Total** $87,039

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24 U.S. Department of Transportation, Federal Highway Administration  
25 U.S. Department of Transportation, Federal Highway Administration  
26 U.S. Department of Transportation, Federal Transit Administration  
27 U.S. Department of Transportation, Federal Transit Administration  
28 California Department of Transportation  
29 U.S. Department of Transportation, Federal Aviation Administration
STATE FUNDING SOURCES

Funding for California’s transportation investments are comprised of the following taxes and fees:

- **State Fuel Excise Tax**: The State of California collects 35.3¢ per gallon excise tax on gasoline and 13¢ per gallon on diesel fuel, which historically has generated over $3 billion a year.

- **Fuel Tax Swap (2011)**: Eliminated the state sales tax on gasoline and instead imposed an additional excise tax on gasoline of 17.3¢ per gallon.

- **Motor Vehicle License Fees**: The state collects fees through the motor vehicle license program. A portion of these funds go toward funding the Call Box program in San Benito County.

The first four years of the anticipated funding under the State Transportation Improvement Program is consistent with the California Transportation Commission’s adopted fund estimate for 2014. Additionally, the fund estimates and projects contained in this Regional Transportation Plan are consistent with the Interregional Transportation Improvement Program and the Federal Transportation Improvement Program. Figure 6-2 further describes funding sources available statewide in California and the estimated amount available to San Benito County.

<table>
<thead>
<tr>
<th>State Program</th>
<th>Description</th>
<th>Escalated Revenue (Dollars in 000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Improvement Program Match</td>
<td>The program grants funds for planning, development, or noise compatibility projects that are at or associated with individual public-use airports including heliports and seaplane bases.</td>
<td>$216</td>
</tr>
<tr>
<td>California Aid to Airports Program</td>
<td>The purpose of the program is to assist in establishing and improving a statewide system of safe and environmentally compatible airports whose primary benefit is for general aviation.</td>
<td>$270</td>
</tr>
<tr>
<td>Proposition 1B</td>
<td>A voter approved bond program for funding transit rehabilitation, safety, and modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement</td>
<td>$1,600</td>
</tr>
<tr>
<td>Service Authority for Freeways and Expressways</td>
<td>The goal of SAFE is to quickly identify and respond to freeway incidents such as breakdowns and accidents in order to minimize their impacts in terms of congestion, public safety and air quality, and to increase the reliability of the freeway system and better manage traffic flow.</td>
<td>$1,434</td>
</tr>
</tbody>
</table>

30 Federal Aviation Administration
31 California Department of Transportation
32 California Department of Transportation
33 California Department of Transportation
<table>
<thead>
<tr>
<th>State Program</th>
<th>Description</th>
<th>Escalated Revenue (Dollars in 000s)</th>
</tr>
</thead>
</table>
| State Highway Operations and Protection Program   | The State Highway Operations and Protection Program funds the maintenance of the State Highway System and supporting infrastructure. Projects usually fall into the categories: collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other transportation facilities related to the state highway system.  
   34                                                                                                                                                             | $90,427                             |
| State Transit Assistance                          | State Transit Assistance funds, which are derived from the statewide sales tax on diesel fuel, are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance.  
   35                                                                                                                                                             | $7,737                              |
| State Transportation Improvement Program-Interregional and Regional Share | The State Transportation Improvement Program is a capital improvement program for allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements.  
   36 Funds are divided into two categories: interregional and regional.                                                                                   | $29,242 – Interregional  
                                                                                               $29,665 – Regional                   |
| Active Transportation Program                     | The purpose of the Active Transportation Program is to encourage increased use of active modes of transportation, increase safety and mobility for non-motorized users, reduce greenhouse gas emissions, and enhance public health.  
   37                                                                                                                                                             | $13,145                             |
| Assembly Bill 2766                                 | The Monterey Bay Unified Air Pollution Control District allocates the vehicle registration surcharge fee to fund a grant program. The program funds planning, monitoring, enforcement, capital, and technical studies.  
   38                                                                                                                                                             | $6,944                              |
| **Total**                                         |                                                                                                                                                                                                            | **$180,680**                         |

Figure 6-2  State Funding Sources in San Benito County

Appendix B includes a flowchart that illustrates how different revenue sources are collected and distributed in California.

**LOCAL FUNDING SOURCES**

Local fund sources augment state and federal funds, allowing for additional transportation investments in the region. Local funding is used on local streets and roads for maintenance and system preservation. Additional local funds are generated by the adopted Traffic Impact Mitigation Fee program, which funds both local roads and state highway capacity projects. These Traffic Impact Mitigation Fees pay for the costs attributable to the increased demand for

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34 California Department of Transportation  
35 California Department of Transportation  
36 California Transportation Commission  
37 California Department of Transportation  
38 Monterey Bay Unified Air Pollution Control District
public facilities reasonably related to development projects and per Government Code Section 66001. There are no local sales tax measures identified for transportation funding in San Benito County due to prior direction from the Council of Governments Board of Directors.

<table>
<thead>
<tr>
<th>Local Program</th>
<th>Description</th>
<th>Escalated Revenue (Dollars in 000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gas Tax (Highway User Tax)</td>
<td>Cities and counties receive Highway User Tax revenue ($0.13 per gallon for diesel fuel and $0.18 per gallon for gasoline) based on population.</td>
<td>$81,062</td>
</tr>
<tr>
<td>Regional Developer Impact Fees</td>
<td>Regional developer impact fees are assessed on new development to pay for new transportation infrastructure needs, as governed by AB1600 (1987). Fee levels are calculated based on a selected list of projects to be funded; due to nexus rules requiring a demonstrated reasonable relationship between the impact and improvement, these are almost exclusively road and highway system expansion.</td>
<td>$115,297</td>
</tr>
<tr>
<td>City/County Developer Fees</td>
<td>Fees collected from developers by local jurisdictions used to build infrastructure needed to support new developments.</td>
<td>$9,659</td>
</tr>
<tr>
<td>Public Transit Fares</td>
<td>The Local Transportation Authority collects fares from passengers using the transit system.</td>
<td>$3,998</td>
</tr>
<tr>
<td>Transportation Development Act</td>
<td>Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide.</td>
<td>$36,586</td>
</tr>
<tr>
<td>Vanpool Lease</td>
<td>The Council of Governments collects fees in exchange for the lease of vans to commuter groups.</td>
<td>$432</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$247,034</strong></td>
</tr>
</tbody>
</table>

Figure 6-3 Local Funding Sources for San Benito County

**NON-TRADITIONAL REVENUE SOURCES**

Given the unreliable and inconsistent flow of transportation funding in the United States, some regions may consider non-traditional revenue streams to augment state and federal funding available. The Local Transportation Authority operates an advertising program to generate non-traditional funds for public transit. This funding source is not identified in this Regional Transportation Plan due to a lack of interest over the last four years from interested businesses, public agencies, and non-profits.

Other transportation funding beyond those identified in this Regional Transportation Plan include local sales tax measures, vehicle base user fees, tolling, cap and trade revenue, or an increase in the gas tax at the State and/or federal level. These other funding sources were not assumed in the funding tables above due to prior Council of Governments Board direction. In February 2013, the Council of Governments Board directed staff to assume that additional

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39 California City Finance  
40 Statewide Transportation Needs Assessment Revenue Report  
41 California Department of Transportation
funding beyond the core funding available today would not be available in the 20-year planning horizon.

**PROJECT COSTS VS. FUNDING PROJECTIONS**

As identified previously, the needs in San Benito County far outweigh the available funding. Figure 6-4 outlines the project costs as compared to available funding.

Overall, San Benito County faces a deficit of at least $486 million in transportation funding available to the region. This lack of funding means fewer needed projects will be constructed, maintenance of local streets and roads will be deferred, and fewer programs implemented. This impacts the community in several ways: less access to jobs, medical appointments, and shopping, increased traffic congestion on commute routes, unreliable transportation systems, and a lack of public transportation.

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Project Need (Dollars escalated in 000s)</th>
<th>Available Funding through 2035 (Dollars escalated in 000s)</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Street and Road Maintenance &amp; Operations</td>
<td>$312,566</td>
<td>$138,070</td>
<td>$174,496</td>
</tr>
<tr>
<td>Highway Operations and Maintenance</td>
<td>$145,866</td>
<td>$101,993</td>
<td>$43,873</td>
</tr>
<tr>
<td>Highway Capacity Expansion</td>
<td>$359,634</td>
<td>$89,848</td>
<td>$269,786</td>
</tr>
<tr>
<td>New Local Streets &amp; Roads</td>
<td>Unknown</td>
<td>$97,353</td>
<td>--</td>
</tr>
<tr>
<td>Active Transportation</td>
<td>$31,304</td>
<td>$18,539</td>
<td>$12,765</td>
</tr>
<tr>
<td>Public Transit</td>
<td>$91,800</td>
<td>$62,546</td>
<td>$29,344</td>
</tr>
<tr>
<td>Other</td>
<td>$8,155</td>
<td>$1,866</td>
<td>$7,355</td>
</tr>
<tr>
<td>Aviation</td>
<td>$51,073</td>
<td>$4,539</td>
<td>$46,534</td>
</tr>
</tbody>
</table>

Figure 6-4 Projected Costs and Available Funding for San Benito County

Chapter 7 measures the performance and effectiveness of identified transportation investments.
Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director  Phone Number: (831) 637-7665 x.207
Date: August 18, 2016
Subject: Transportation Sales Tax Measure

Recommendation:

DISCUSS Planning for a Transportation Sales and Use Tax to be Considered in an Election in 2018.

Summary:

In July, the COG Board directed staff to include an item for discussion on the August agenda for the Board to consider planning for a transportation sales and use tax to be put before voters for consideration in 2018.

Financial Impact:

A ½ cent sales tax in San Benito County is estimated to generate approximately $8 million annually over a period of thirty years.

Staff Analysis

In June 2016 the Board discussed the outcomes of the Primary election, wherein Measure P, the proposed transportation sales and use tax, was approved by 59.77% of voters, falling short of the 2/3 approval requirement set forth in law for a special tax.

A presentation provided to the Board in June highlighted some possible indicators that may have affected the election’s outcome, and is attached for the Board’s reference (Attachment 1). The June 7 election had a turnout of 13,637 voters (53.17% of all registered voters). Measure P received 7,861 yes votes and 5,292 no votes. A breakdown of votes by County Supervisorial district is included below:

<table>
<thead>
<tr>
<th>District</th>
<th>Percentage Voting Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>54.76%</td>
</tr>
<tr>
<td>2</td>
<td>59.9%</td>
</tr>
<tr>
<td>3</td>
<td>57.53%</td>
</tr>
<tr>
<td>4</td>
<td>55.75%</td>
</tr>
<tr>
<td>5</td>
<td>62.41%</td>
</tr>
</tbody>
</table>

www.SanBenitoCOG.org
Measure P included an Expenditure Plan that designated funding for Highway 25, local streets and roads repair and maintenance, improved safety and traffic flow on local roads, increased bicycle and pedestrian safety, and improved transit for youth, seniors, and people with disabilities. The tax was a ½% tax that would be in place for 30 years.

Staff recommends that the Board consider several items in planning for a new tax measure:

- Level of tax: ½% or ¼%.
- Duration of tax: many jurisdictions are seeking 30 year taxes in the November 2016 election; however, the Board may consider a shorter duration with plans for extending the tax if deemed necessary.
- Public Outreach: COG staff worked closely with a group of stakeholders in the development of Measure P, and COG conducted two public opinion surveys. Staff recommends that planning efforts include more public outreach to ensure specificity in the project list.
- Project List: with more time for planning, there is an opportunity for COG to provide more specificity in the Expenditure Plan project list. One consideration, however, is that environmental review may be required for certain projects. The Measure P Expenditure Plan did not require environmental review because the projects included had been evaluated as part of the 2035 Regional Transportation Plan Environmental Impact Report.
- Schedule: deadlines for finalizing items to be placed on the November 2018 ballot will be in August 2018, allowing COG approximately two years for planning and development.

Staff is seeking input and direction from the Board regarding the possibility of considering a new tax measure for the November 2018 general election.

Executive Director Review: _____________ Counsel Review: ____N/A____

Supporting Attachment: Election Outcomes Presentation, June 2016
Election Outcomes – Measure P

Potential Impacts on Election Results

- Low Voter Turnout – Amplified Impact of “No” Votes
- Lack of Trust
  - 2016 Polling, 40% Trust in Local Officials to Spend Tax Dollars
  - Concerns with spending on other measures
  - Impacts from Presidential Primary Candidates
- Lack of Specificity in Project List
  - Timing and Environmental Review Requirements
- State Highways Funded with Local Dollars, Lack of Knowledge Regarding Gas Tax
Statewide Election Results

- This was not a unique circumstance. Solano County transportation advisory measure had 64% approval; The general sales tax came in at 44% support.
- Parcel taxes and school bonds continued to do well on ballot.
- Counties such as San Benito, SLO, Riverside, Placer voted down all measures.
- More difficult to pass in non-urban areas—in contrast SF voted yes on all measures on their ballot.
Impact of Effort for COG

- Stakeholder outreach efforts
- Surveys gave valuable information for us to use in future planning
- Public outreach heightened awareness of COG, who we are and what we do
- Partnership with VTA has strengthened